

## Weak Men Cured



### Dr. McLaughlin's Electric Belt

Has restored health and strength to thousands of weak men. If used as I direct it is a positive cure and cannot fail. It gives the vitalizing power of electricity, without burning or blistering, to every weakened part, developing full vigor. It removes all the effects of dissipation forever. I want every weak man who is not the man he should be to use one of my Belts, and when he is cured, tell his friends of its wonderful effects. My Belt is also an absolute remedy for Nervous Debility, Backache, Rheumatism, Stomach, Liver, Kidney and Bladder Troubles. It is arranged for men as well as women, and cures female weakness.

### Are You Weak? Act Today!

SEND FOR MY BOOK.

Do not delay a matter which is the key to your future happiness; do not allow a disease to destroy all possibility of future pleasure for you. Whatever your condition today you will not improve as you grow older. Age calls for greater vital force, and the older you get the more pronounced and apparent will be your weakness, so cure it now—cure it while you are young. If you are weak, if you have Lamé Back, Rheumatism, Weak Stomach, Dyspepsia, Sleeplessness, Physical Decline, Loss of Energy and Ambition, or any evidence of breaking down of the physical or nervous system, WRITE FOR MY BOOK AND SYMPTOM BLANKS, WHICH ARE SENT, SEALED, FREE.

Dr. M. G. McLaughlin, 702 Market St., San Francisco, Cal.

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SPECIALTY.

Fort Street, Love Building.



WITH over five hundred Porto Ricans for the plantations on these Islands, the Oceanic steamship Zealandia, Captain Dowdell, arrived in port early yesterday morning from port Los Angeles.

She was eight days coming from the Coast and brought, besides the 545 immigrants, nine cabin passengers for Honolulu.

Two of the passengers died on the trip down. One was a child and the other a man. Both bodies were buried at sea.

A birth also occurred during the trip and three marriages were celebrated, so that there was no lack of excitement to relieve the monotony of the ocean journey.

Purser McCombe's report is full of interest and is as follows:

"Left San Francisco March 12, at 12:05 p. m. Arrived at Port Los Angeles March 13 at 4:58 p. m. Left Port Los Angeles March 14, at 9:18 a. m., with nine cabin and 545 Porto Ricans.

Experienced moderate to light variable winds, March 17 to port, fresh to gentle winds, from NNE. to ENE. Arrived March 22, at 7 a. m. Time 7 days, 22 hours, 46 minutes.

"Died at sea, March 16, 1901, at 9 a. m., Frederick Beltran, aged 9 years; native of Porto Rico; buried at 12 noon.

March 22, at 5 a. m., Vicente Cruz, of pneumonia, aged 20 years; native of Porto Rico; buried off island of Oahu.

"Born at sea, March 17, 1901, at 5:20 p. m., to the wife of Juan Battista Dominis, a daughter. Christened Zealandia Patricia Dominis, in honor of the ship and St. Patrick's Day.

"Married at sea, March 21, 1901, Ramon Patino to Ana Muniz, Francisco Beauchamps to Mariana Pagan; Lorenzo Gimenez to Dolores Beauchamps."

Captain Dowdell officiated at the marriages. There was a very amusing side to the splicing operations. After the genial skipper had united one couple in the bonds of matrimony, he spread before the bride and groom a bottle of wine and some choice cake.

This was their wedding feast. The newly married ones were exceedingly happy and were more than delighted with the wine and cake part of the program. Captain Dowdell was happy to be the instrument of making others happy and, after watching them get away with the cake and wine for a few minutes, returned to his cabin.

It was not very long, however, before two other couples approached the captain and asked that he make them one. Always obliging, the gallant skipper willingly complied and soon had the other two couples tied hard and fast. He set wine and cake before them, too, and once more retired to his cabin.

After this, however, there was such a rush of couples wanting to get married that the captain had to swear off marrying for a while. Besides, he half suspected that the wine and cake were proving too strong a temptation and thought that perhaps some of the immigrants were getting spliced just for the sake of a fancy feed. So he immediately put a stop to the epidemic of marrying by issuing a proclamation to the effect that no marriages would take place unless at least ten days' notice was given by the contracting parties.

Those who observed the Porto Ricans when they arrived yesterday morning were of the opinion that the present consignment of immigrants is the best looking lot of laborers which has been brought to these Islands for a long time.

They seem to be in a better condition than any previous that have been brought here. They are both cleaner and are better clothed. They seem to be in very good spirits and are contented—more than contented. They are happy to be in the Paradise of the Pacific and look forward to their homes on the plantations of these Islands with great delight.

Most of the lot which arrived on the Zealandia yesterday were for the Ewa and Waialua plantations on this island. They were put aboard the cars at the Railway wharf and shipped right down the line. This is a convenience that many a larger port than Honolulu cannot boast. The Zealandia went alongside the Railway wharf, the cars were brought alongside the ship and the immigrants went direct to the train which was to take them.

Those who were sent for Ewa and Waialua were for the other Islands.

There was an event aboard the Zealandia which must not be passed by. A death occurred, a birth took place and there were marriages, but that was not all. A divorce case had its say in the program. A woman went to the purser to lodge a complaint against her husband. It seems that the man had undertaken to beat his wife with the buckle end of a strap. A court was formed aboard ship and the stories of the man and the woman were told.

As neither of the two wanted to live with the other any more, a separation was granted and they immediately proceeded to separate, the man taking the starboard side of the steamship as his little world and the other taking the port side for her domain.

Boss on the Zealandia.

The steamer Zealandia, the regular passenger steamer between here and Honolulu, arrived yesterday from the Islands with one passenger, says a San Francisco paper of late date.

Only one.

The passenger list contains the name of Madura, not Colorado Madura, but just Madura, F. J.

Madura in Havana means strong. The passenger had to be strong to travel 2,000 miles over the sea with nobody to talk to but himself when the officers were busy.

There were some advantages to be sure. He had the choice of the state-rooms, and no fear that any other passenger was "knocking" him to the purser and trying to get his room.

He always sat at the captain's table, and you have to get there early to avoid the rush.

He always sat at the captain's table and was given the seat of honor at Captain Dowdell's starboard hand. This is an honor that all passengers on a big ocean steamer do not get.

But there was no denying Mr. Madura. He was always at the captain's starboard hand.

He bet on the number of revolutions the ship made each day. The passengers always do this on ocean steamers. Madura had to bet—with himself, but it was just as exciting as betting on even on the trip. In fact, he was ahead, because he saved what he might have lost. A penny saved is a penny earned.

Sometimes there were concerts in the saloon and the passenger was performer and auditor. The officers were very considerate. They locked their doors so that they might not disturb the passenger.

It came on to a blow and a storm arose and the Zealandia was rocked to and fro on the bosom of the deep, like the traditional leaf in the blast.

Passenger Madura was in an ecstasy of delight. If they had to take to the boats, he would have to be rescued first. To him would be directed all the crew's attention. He was IT for a minute.

But they didn't take to the boats. In the smoking room, Madura was surprised. Has touched a button. Had they come to him like they do to President Hayes in the Southern Pacific. He had all the flunkies waiting on him. His tip bill must have been bigger than his tap bill.

He played solitaire well. Never did he enter the cardroom, but what there was a chair for him. In fact, he had his pick of chairs.

And when night came he would gaze at the stars. He, too, was a star—the star-boarder of the Zealandia.

Then he would go and talk to the captain. The captain would put him wise on the weather and the rate the ship was making. He would spring this newly acquired information on the purser and hand it out as an original package. And the purser would think he was a wonder and pass him down to Steward Seely.

When Mr. Madura had nothing else to do he would think. It was a great place to think on the Zealandia. He thought he would get to San Francisco on Thursday, but he had another guess coming.

When Quarantine Officer Kinyoun boarded the Zealandia in the stream and called for the passengers, Mr. Madura stepped to the center.

"Who are you?" demanded the doctor.

"I am the passengers," returned Madura, with the air of a man who had been used to having his own way.

The quarantine was through in no time; the baggage was examined in short order, and when the one passenger walked down the gangplank the hotel runners forgot their calling.

French Ship Cap Horn.

Fifty-one days from Iquique, the big four-masted ship Cap Horn, of 2,372 tons, arrived at San Francisco on the 11th instant. Aside from her immense size the Cap Horn is remarkable by reason of the fact that she is the first entirely water ballast ship to come to San Francisco. The vessel has a capacity for 1,750 tons of water ballast, of which 600 tons may be placed in the double bottom, and the remainder in the hold, which is in the center of the ship and divided into eight compartments.

The Cap Horn, with four other ships of the same company—the A. D. Bordes, Tarapaca, Nord and France—were formerly employed in carrying coal from Cardiff to Rio Janeiro, and thence in water ballast to Valparaiso for nitrate. In 1889 the Cap Horn made the trip from Rio Janeiro to the west coast entirely with water ballast, and was the first ship to do this. The Cap Horn, commanded by Captain Hemon, is owned by Bordes & Sons, of Paris, who are said to possess one of the largest fleets of sailing vessels in the world, the number last year being thirty-eight, with a capacity of 119,569 tons.

Steamer Changes Hands.

The interest of A. W. Beadle & Co. in the new steamer Santa Ana has been purchased by Charles Nelson & Co., who now control the vessel.

Tourists and visitors should not fail to take a ride on the Pacific Heights Electric Railway. Unsurpassed view of ocean, mountain and valley, original stretched-out city. Round trip, 10c.

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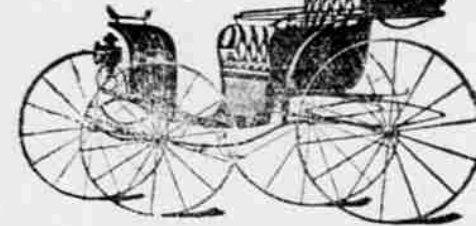
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